## **Emission Summary**

								Per	mit l	Number:	070968P
Source Status: New⊠ Modification  Expansion Relocation Pe								ermit Stat	us:	New 🖂 🛚	Renewal
PSD NSPS NESHAPs Previous Permit Number: Construction 970442P Operating											
	Po	ounds/Ho	ır	Tons/Year				Date of	* Applicable Standard		le Standard
	Actual	Potential	Allowable**	Actual	Potential	Allowable	Net Change	Data			
PM	≤ allowable		0.08	≤ allowable	0.02	0.02		10/27/15	1	40 CFR §	60.4205(b)
$SO_2$		Neg.	!		Neg.				2	1200-03-1	403(5)
СО	≤ allowable		1.38	≤ allowable	0.35	0.35			1	40 CFR §	60.4205(b)
VOC***	≤ allowable		Included with NO <sub>x</sub>	≤ allowable		Included with NO <sub>x</sub>			1	40 CFR §	60.4205(b)
$NO_x^{***}$	$\leq$ allowable		1.58	$\leq$ allowable	0.39	0.39			1	40 CFR §	60.4205(b)
HAPs					Neg.				3		

The  $SO_2$  emissions were calculated using 15 ppm sulfur content of the fuel (NSPS requirement), assuming all available sulfur is converted to  $SO_2$ , and shown to be negligible.

HAPs emissions were calculated from AP-42, Table 3.3-2, and shown to be negligible.

CO<sub>2</sub>e emissions were calculated using the emission factors in 40 CFR 98, Tables C-1 and C-2.

The ton per year emissions were calculated at 500 hours of operation / year based on the guidance found in the Seitz memo regarding the PTE determination for emergency engines. Allowable emissions for fee purposes are equal to the potential emissions.

- \* Source of data codes are found on the back of the APC 100.
- \*\* The allowable emission limits from 40 CFR part 60 Subpart IIII are in units of grams/kilowatt-hour. Each standard was reduced to lb/hr using the engine power output, in kilowatts, and a conversion factor of 453.592 gram per pound.
- \*\*\* The applicable standard in §60.4205(b) & §89.112, Table 1 is in terms of NO<sub>x</sub> + NMHC; therefore, the allowable VOC emissions are accounted for in NO<sub>x</sub>

PERMITTING ENGINEER: TFR DATE: February 5, 2016	